the Government of India has decontrolled molasses on its price and movement. I would like to compliment the Government. This scheme, however, has been hurt because the State Governments have imposed their own controls and instructions in some form or the other. Therefore, my question is : Will the Government of India take adequate safeguards and take ample measures so that the State Governments do not impose their own restrictions and their own controls ?

SHRI EDUARDO FALEIRO . We have taken legal advice on the decision of the Supreme Court as well as on this matter. They say that in this particular respect, States cannot impose controls which have been removed by the Union.

MR. CHAIRMAN : Q. No. 67

Hiking the prices of cars

*67. SHRI SHIV PRATAP MISHRA†:

SHRI P. UPENDRA :

Will the PRIME MINISTER be pleased to state :

(a) whether it is a fact that the Maruti Udyog Limited and other car manufacturers have taken a decision to hike prices during 1993-94, if so, the details on this regard ;

(b) what has been the production of cars during the years 1991-92 and 1992-93 together with the profits earned by each car manufacturer during that period and estimated production during 1993-94 ;

(c) whether it is also a fact that the manufacturers propose to export their cars during 1993-94 after making some modifications in their vehicles so as to earn foreign exchange; and

(d) if so, the details thereof ?

†THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF INDUSTRIAL DEVELOPMENT) WITH ADDITIONAL CHARGE OF THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (DEPARTMENT OF HEAVY INDUSTRY) (SHRIMATI KRISHNA SAHI) : (a) to (d) A statement is laid on the Table of the House.

STATEMENT

(a) There is no statutory price control on automobiles. Government is not aware of any decision by the car manufacturers to hike prices of their cars during the year 1993-94. However, with the reduction in excise duty on cars in the budget 1993-94, all the major car manufacturers in the country have announced reduction in prices.

(b) The production of major car manufacturers during the year 1991-92 and 1992-93 has been :

	1991-92	1992-93
(i) Maruti Udyog	1,16,697	1,22,105
(ii) Hindustan Motors	16,043	21,848
(iii) Premier Automobiles	32,563	15,342

†The question was actually asked on the floor of the House by Shri Shiv Pratap Mishra.

With the reduction in excise duty on cars the production during 1993-94 is expected to improve Maruti Udyog is planning a production of 1,45,000 cars during 1993-94.

The profiit|loss position of these companies during this period is as under :

	1991-92	1992-93
	(in rupees crores)	
(i) Maruti Udyog	(+)35.79	(+)34.28 (Provisional)
(ii) Hindustan Motors	(—)18.20	Accounts not yet finalised. Loss anticipated.
(iii) Premier Auto	(—)16.96 (July-March)	-do-

(c) and (d) Maruti Udyog has modified its 800 cc car to be eligible for export to Europe till the end of 1994. It is introducing a new car which will meet the emission standard EC|91|441 applicable in Europe w.e.f. 1-1-93. Export of this car is expected to commence by January|February 1994. M|s Hindustan Motors is also expecting export of 1000 Ambassador cars during 1993-94 on account of this vehicle having received type approval certificate from U.K. and European countries.

SHRI SHIV PRATAP MISHRA : Mr. Chairman, Sir, after the presentation of the Budget, Maruti Udyog Limited has reduced the prices of their cars. Other manufacturers have also reduced the prices of their cars. Now they are thinking to hike the prices of their cars. I would like to know from the Minister, what are the reasons to hike the price of Maruti car and other cars ? When Maruti Udyog Limited have shown profits during the year 1992-93, what are the reasons for MUL to hike the price of Maruti cars ? What are the reasons for the shortfall in the production of Maruti cars ?

श्रीमती कृष्णा साहो: सभापति जी, गत दो तीन वर्षों में विभिन्न साधनों के चलते दाम बढ़े हैं और कारण मैं यह बताना चाहती हूं कि .....

There has been a frequent rise in the selling price of cars in recent years which was mainly due to the overall inflation relating to inputs, increase in excise during 1990-91, change in exchange rate of the rupee and the requirement to obtain foreign exchange at market rate for imports. With the reduction of excise duties in the Budget proposals for 1993-94, the manufacturers have reduced the prices of their cars correspondingly. There is no statutory control on the prices of vehicles. It is expected that the availability of a wide range of models of vehicles will influence the market forces and thereby keep a check on prices.

दूसरा प्रश्न इनका है कि उत्पादन में कमी आई है। तो इसके विषय में मैं कहना चाहती हूं कि:—

The fall in production could be attributed to the decline in demand resulting from tight credit availability, reduction in rate of depreciation for the customer and increase in the price of vehicles.

माननीय सदस्य ने यह भी जानना चाहा है कि उत्पादन में सुधार के लिए क्या किया जा रहा है ?

श्री पर्वतनेनि उपेन्द्र : वह नहीं पूछा।

एक माननीय सदस्य : एन्टीसिपेटिड है। . . (**व्यवधान**)

श्रीमती कृष्णा साही : मारुति की प्राइसिस के बारे में मैं यह कहना चाहती हूं, जैसा मैंने बताया है कि रिड्यूज्ड एक्साइज ड्यूटी से लोगों को लाभ हुआ है और मारुति का दाम अभी बढ़ा तो नहीं है। आपको

मैंने कहा कि अभी जो बजट पेश किया गया है (**व्यवधान**) उसके बाद से, 1993-94 के बजट से पूर्व 55 प्रतिशत एक्साइज ड्यूटी थी जिसे बजट में 40 प्रतिशत किया गया है। अर्थात् 100 रुपए के माल पर बजट से पूर्व 55 रुपए शुल्क लगने के बाद बाजार में उसकी कीमत 155 रुपए होती है, बजट के बाद उसी 100 रुपए के माल पर 40 रुपए शुल्क लगने के बाद उसकी कीमत 140 रुपए हुई है। मैं कहना चाहती हूं कि बजट से पूर्व और बजट के बाद हमने आपको पहले भी कहा था कि इसमें कितनी कमी हुई है। आपको मैं बताऊं कि 1993-94 के बजट के बाद मारुति 800 सीसी स्टेंडर्ड, इसमें 9.7 प्रतिशत की रीडक्शन हुई है। मारुति 1000 सीसी एस. में भी 9.7 प्रतिशत कारिडक्शन हुआ है। मारुति का पूछा है, मदर्स कारस का नहीं पूछा है।

SHRI P. UPENDRA : Sir, what is she reading ?

MR. CHAIRMAN : Second supplementary.

SHRI SHIV PRATAP MISHRA : Chairman Saheb, I would like to know whether the Maruti Udyog Limited has planned to launch its new AE 2 model car having 1000 cc engine in the first week of May. If so, what would be the production and the selling price in the domestic market as well as the export price ? How much of foreign exchange would be earned by exporting this car ? What are the names of the countries who have placed orders for this car? I would finally like to know about the charges levelled against the CMD and the outcome of that.

श्रीमती कृष्णा साही : पहले मैं दूसरे प्रश्न का उत्तर देना चाहूंगी कि यह मारुति के सी.एम. कम मैनेजिंग डायरेक्टर के ऊपर बहुत आरोप प्राप्त हुए हैं जिनमें (**व्यवधान**)

श्री दिग्विजय सिंह : यह सी.एम. कम मनेजिंग डायरेक्टर क्या होता है ?

श्रीमती कृष्णा साही : मैं तो कह रही हूं विभिन्न प्रकार के आरोप प्राप्त हुए हैं . . .

श्री सभापति : प्लीज। Please Continue.

श्रीमती कृष्णा साही : सभापति महोदय, मेरा उत्तर सुनिए। (**व्यवधान**)

श्री दिग्विजय सिंह : सभापति महोदय, आप मतलब नहीं जानते कि क्या होता है ? (**व्यवधान**) . .

श्री पी. शिव शंकर : मतलब यह है कि सी. एम. कम और मैनेजिंग डायरेक्टर ज्यादा। (**व्यवधान**)

श्रीमती कृष्णा साही : विभिन्न प्रकार के आरोप प्राप्त हुए हैं जिनमें से . . .

MR. CHAIRMAN : There is a different Parliament here. (*Interruptions*)

I have not allowed you to ask a question. Mr. Shankar Dayal Singh. Please sit down.

श्री शंकर दयाल सिंह : सर, एक महिला मंत्री का जब जवाब होने लगता है तो बी.जे.पी. के लोग ऐसे ही नर्वस करने लगते हैं। (**व्यवधान**)

SHRIMATI RENUKA CHOWDHURY : Sir, she made a slip of tongue.

. . . . . (Interruptions) . . . . You cannot do this to a lady.

SHRI SUBRAMANIAM SWAMY : But, Sir, there is one exception.

That is Jayalalitha.

SHRIMATI RENUKA CHOWDHURY: Even that is not correct. . . . . (Interruption) . . . . . .

MR. CHAIRMAN : Please sit down. .... (Interruptions) .... Please proceed. Proceed.

SHRIMATI KRISHNA SAHI : I am saying, some allegations have been received against the then Chairman-cum-Managing Director, Maruti Udyog Ltd. which are listed below :—

(i) Irregular award of contract for transportation of SKD and CKD components from Kandla Port to Gurgaon.

(ii) Irregular award of contract for purchase of air-conditioners.

(iii) Award of contract for Rent-a-Car Scheme.

(iv) Purchase of land at Bhondsi at high price.

(v) Irregular allotment of dealership at Ghaziabad.

(vi) Import of Car Kits and their disposal as scrap.

(vii) Causing loss to the company and foreign exchange loss to the country by deliberately importing components which were not required.

(viii) Corruption in cooperation with Citibank of USA.

(ix) Misappropriation of funds by dealer in Hyderabad collected on behalf of Maruti.

(x) Allegations of missing vehicles.

SHRI GURUDAS DAS GUPTA : Sir, I want to ask questions.

MR. CHAIRMAN : I will call you.

(*Interruptions*)

SHRIMATI KRISHNA SAHI : Sir, the hon. Member has asked for the allegations; that is why I have told them. ..... (Interruptions) .... Another question was about the launching of AE 2 model car ..... (Interruptions) .... it is mainly aimed at exports. Its domestic price has still not been announced.

SHRI P. UPENDRA : Sir, I want to be chivalrous to the hon. Minister. I don't want to trouble her but the only thing, Sir, is I want to draw her attention to a report published in the newspapers about the press conference addressed by the Chairman of Maruti on 31st March wherein he said, "Prices would be hiked." But he refused to specify when. That is Bhargava's statement. But her reply says, she is not aware of any increase. That is one contradiction that is there.

Secondly, when Maruti is making enormous profits—last year they made a profit of Rs. 34 crores—why should the customer be fleeced by these repeated increases ? And just now they reduced it by Rs. 16,000 or so. Now, again they want to increase it within such a short time. What is the reason ? This is unfair. When the producers of Ambassador and Premier who are already incurring losses, have not hiked their prices, why should Maruti continue to hike its prices ? The very purpose of starting that factory has been defeated. Will they control Maruti from increasing the prices further ?

श्रीमती कृष्णा साही: समापति जी, मैंने पहले भी कहा है कि कार निर्माताओं के द्वारा दाम बढ़ाना ऐसा कुछ सरकार के साथ बंधा हुआ नहीं है और कारों की कीमत पर कोई सरकारी नियंत्रण नहीं है और निर्माता अपने इनपुट कॉस्ट एवं मार्केट कंडीशन को मद्देनजर रखते हुए दाम बढ़ाने या घटाने के लिए स्वतंत्र है। गाड़ियों की मांग एवं गाड़ियों की आपूर्ति एवं अन्य निर्माताओं से प्रतिस्पर्धा से दामों पर नियंत्रण रहेगा।

जहां तक माननीय सदस्य ने दूसरा प्रश्न किया है किसी रिपोर्ट के बारे में, तो उस रिपोर्ट के बारे में अगर माननीय सदस्य चाहें तो मैं बाद में सूचना प्राप्त करके उनको भेज सकती हूं।

श्री शंकर दयाल सिंह : मैं केवल इतना ही जानना चाहता हूं कि जो जनता कार बनाने की योजना थी मारुति की ओर कम दाम में उपलब्ध कराने की योजना थी, वह योजना सरकार लागू कर रही है या नहीं । ... (व्यवधान)

श्रीमती कृष्णा साही : मैं इसके बारे में अभी उत्तर नहीं दे सकती हूं। मैं इनको बाद में बताऊंगी ... (व्यवधान)

श्री शंकर दयाल सिंह : मैं सवाल इसलिए नहीं पूछ रहा हूं कि 12 बज जाएं ... (व्यवधान)

SHRI GURUDAS DAS GUPTA : Sir, in view of the constant complaints of irregularities against the Maruti Udyog Limited, as has come out in the course of several investigations, will the Government agree to have a special audit of Maruti accounts before agreeing to a price rise ?

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Cadre review in MES

*61. *SHRI CHATURANAN MISHRA :

SHRI N. E. BALARAM :

Will the PRIME MINISTER be pleased to state :

(a) whether the Committee set up for the Cadre review in the Military Engineering Services (MES) in February, 1991 has since submitted its report, if so, when; and

(b) the details of the recommendations made by it and reaction of Government thereto ?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI MALLIKARJUN) : (a) There is no single cadre known as Military Engineering Services (MES). The MES comprises several cadres such as Engineer Cadre, Architect Cadre, Surveyor Cadre, Barracks and Stores Cadre, Clerical Cadre etc. For none of these Cadres was any Cadre review Committee set up in February 1991.

(b) Does not arise in view of (a) above.

Lawyers' strike in the country

*63. SHRI V. GOPALSAMY :

SHRI K. K. VEERAPPAN :

Will the PRIME MINISTER be pleased to state :

(a) the number of times when lawyers resorted to strike in different parts of the country during the last three years;

(b) what was the duration of each strike;

(c) whether Government propose to take any step to contain strikes by lawyers in consultation with the Bar Council of India and the Chief Justice of India in order to conduct smooth functioning of the judiciary before which huge backlog of cases is pending for disposal, and

(d) if the answer to part (c) above be in the negative, what other steps are being proposed in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H. R. BHARDWAJ) : (a) and (b) No record is kept about the number of time when lawyers resorted to strike and the duration of each strike.

(c) and (d) At the instance of the Government of India, a meeting of Law Ministers of different States and Union territory Administration was held in Bangalore in October, 1992 to discuss the problem of courts. A working Group arrears in courts. A working Group constituted by the Bangalore Meeting of